

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:05 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 214 Const Calendar Day: 191 Date: 12-Dec-2012 Wednesday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** **Condition**Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Wrapping**Inspector: Victor Altamirano (11.5 hours including 3.5 hours OT)  
12/12/12 Wednesday  
Partly Cloudy - 50 degrees F

7am -11am: Obra's crew were cable wrapping at panel point 104 North on the uphill side of the cable band with the push machine. After they were completed, workers removed the push machine and moved it to panel point 106 North on the uphill side of cable band.

I also inspected the suspender clamps that are already installed on the main spans. ABF wants CT to sign off on the suspender clamps installation. I observed about a 15mm gap between the top of the zinc button and the suspender clamp saddle at panel point 78 north. I informed the Cable lead and it was confirmed that about a 10mm gap was acceptable and anything larger would have to be looked at. Those areas that have gaps as outlined above will receive caulking later during the painting phase. I informed an ABF engineer that further work is needed to make the gap smaller for suspender clamps on PP 78 North. He indicated that the suspender clamps are expected to be switched out for a separate reason and that during that operation, ABF will address the gap. Issue ongoing.

The ABF engineer informed me of a similar issue at PP 98 North that also had a gap of about 15mm. The engineer used a man basket to verify the size of the gap. It was confirmed to be 15mm and the engineer indicated that the iron workers will attempt to provide the gap smaller between the top of the zinc button and the suspender clamp saddle. The iron workers were able to get the gap smaller and no further issues on the suspender clamp at PP 98 North was outstanding. Issue resolved.

Workers hours:

My work hours:

Workers:

Obra (F-IW)

Rigo

Sergio

Mario

Ryan Nash

